Local Pinch Point Fund
Application Form Checklist

Department for Transport

Scheme: Creech Castle
Lead authority: Somerset County Council

SECTION A

	Section / page	Guidance Ref
A3. Have you appended a map?	Annex A3	N/A
A6. Have you included supporting evidence of partnership bodies' willingness to participate in delivering the bid proposals?	N/A	Para 10-14
A7. Have you appended a letter from the relevant LTB(s) / LEP(s) confirming the priority of the proposed scheme? ***[Optional]***	Annex A7	Para 10-14

SECTION B

	Section / page	Guidance Ref
B4. Have you enclosed a letter from an independent valuer to verify the market value land if land is being included as part of the non-DfT contribution towards scheme costs?	N/A	Para 40-42
B4. Have you enclosed a letter confirming the commitment of external sources to contribute to the cost of the scheme will be required?	Annex B4	Para 40-42
B6. Have you provided a completed Appraisal Summary Table in a format readable by Excel 2003?	Annex B6	Para 35-39
B6. Have you provided a completed Scheme Impacts Pro Forma in a format readable by Excel 2003? ***[Small projects only]***	Annex B6	Para 35-39
B6. Have you provided relevant supporting material – and for large schemes – a WebTAG compliant bid?	Annex B6	N/A
B7. Have you attached a joint letter from the local authority's Section 151 Officer and Head of Procurement confirming that a procurement strategy is in place that is legally compliant and is likely to achieve the best value for money outcome?	Annex B7	Para 43-45
B8. Has a letter been appended to demonstrate that arrangements are in place to secure the land to meet the construction milestones?	Annex B4	N/A
B8. Has a Project Plan been appended to your bid?	Annex B8	Para 43-45
B11. Has a QRA been appended to your bid?	Annex B11	Para 40-42
B11. Has a Risk Management Strategy been appended to your bid?	Annex B11	Para 40-42
B12. Have you appended evidence of Stakeholder Analysis? ***[Large projects only]***	N/A	Para 40-42
B12. Have you appended a Communications Plan? ***[Large projects only]***	N/A	N/A
B13. Have you provided evidence of an integrated assurance and approval plan? ***[Large projects only]***	N/A	Para 40-42

SECTION D

	Section / page	Guidance Ref
D1. Has the SRO declaration been signed?	Page 17	N/A
D2. Has the Section 151 Officer declaration been signed?	Page 17	N/A

ECONOMIC CASE CHECKLIST (Large Projects Only)

Schemes seeking more than £5 million in support from the Department are required to submit a full appraisal of the scheme in line with WebTAG guidance. These bids should include sufficient supporting information and material for the Department to undertake a full review of the modeling and appraisal. Large project bidders are required to submit the checklist indicating where key modeling and appraisal information is presented with the bid and supporting annexes.

Complete the standard templates / outputs (in addition to the Appraisal Summary Table):

Template / output	Provided Yes / No
Transport Economic Efficiency table*	
Public Accounts table*	
Analysis of Monetised Costs and Benefits table*	
WITA/COBA output files (if used)	

**Note: these tables should be provided in the templates provided un-amended and in a format readable by Excel 2003*

Cost Benefit Analysis

Item	Section/Page
A clear explanation of the underlying assumptions used in the Cost Benefit Analysis	
Information on local factors used. For example the derivation of growth factors, M factors in COBA and annualisation factors in TUBA (to include full details of any calculations)	
A diagram of the network (if COBA used)	
Information on the number of junctions modelled (if COBA used), for both the do-minimum and the do-something	
Details of assumptions about operating costs and commercial viability (e.g. public transport, park and ride, etc.)	
Full appraisal inputs/outputs (when used, COBA and/or TUBA input and output files should be supplied)	
Evidence that TUBA/COBA warning messages have been checked and found to be acceptable	

Spatial (sectoral) analysis of TEE benefits	
Details of the maintenance delay costs/savings	
Details of the delays during construction	

Economic Case Assessment

Item	Section/Page
Assessment of Environmental impacts, to include an environmental constraints map	
Assessment of Safety impacts and the assumed accident rates presented (COBA output should be provided if an accident only COBA has been run)	
Assessment of Economic impacts	
Assessment of Accessibility impacts	
Assessment of Integration impacts	
Assessment of the Social and Distributional Impacts	
A comprehensive Appraisal Summary Table	
AST worksheets	

Modelling

Item		Section/Page
An Existing Data and Traffic Surveys Report to include:		
	Details of the sources, locations (illustrated on a map), methods of collection, dates, days of week, durations, sample factors, estimation of accuracy, etc.	
	Details of any specialist surveys (e.g. stated preference).	
	Traffic and passenger flows; including daily, hourly and seasonal profiles, including details by vehicle class where appropriate	
	Journey times by mode, including variability if appropriate	
	Details of the pattern and scale of traffic delays and queues	
	Desire line diagrams for important parts of the network	
	Diagrams of existing traffic flows, both in the immediate corridor and other relevant corridors	
An Assignment Model Validation Report to include:		
	Description of the road traffic and public transport passenger assignment model development, including model network and zone plans, details of treatment of congestion on the road system and crowding on the public transport system	
	Description of the data used in model building and validation with a clear distinction made for any independent validation data	
	Evidence of the validity of the networks employed, including range checks, link length checks, and route choice evidence	
	Details of the segmentation used, including the rationale for that chosen	
	Validation of the trip matrices, including estimation of measurement and sample errors	

	Details of any 'matrix estimation' techniques used and evidence of the effect of the estimation process on the scale and pattern of the base travel matrices	
	Validation of the trip assignment, including comparisons of flows (on links and across screenlines/cordons) and, for road traffic models, turning movements at key junctions	
	Journey time validation, including, for road traffic models, checks on queue pattern and magnitudes of delays/queues	
	Detail of the assignment convergence	
	Present year validation if the model is more than 5 years old	
	A diagram of modelled traffic flows, both in the immediate corridor and other relevant corridors	

A Demand Model Report to include:		
	Where no Variable Demand Model has been developed evidence should be provided to support this decision (e.g. follow guidance in WebTAG Unit 3.10.1 Variable Demand Modelling - Preliminary Assessment Procedures)	
	Description of the demand model	
	Description of the data used in the model building and validation	
	Details of the segmentation used, including the rationale for that chosen. This should include justification for any segments remaining fixed	
	Evidence of model calibration and validation and details of any sensitivity tests	
	Details of any imported model components and rationale for their use	
	Validation of the supply model sensitivity in cases where the detailed assignment models do not iterate directly with the demand model	
	Details of the realism testing, including outturn elasticities of demand with respect to fuel cost and public transport fares	
	Details of the demand/supply convergence	
A Forecasting Report to include:		
	Description of the methods used in forecasting future traffic demand.	
	Description of the future year demand assumptions (e.g. land use and economic growth - for the do minimum, core and variant scenarios)	
	An uncertainty log providing a clear description of the planning status of local developments	
	Description of the future year transport supply assumptions (i.e. networks examined for the do minimum, core scenario and variant scenarios)	
	Description of the travel cost assumptions (e.g. fuel costs, PT fares, parking)	
	Comparison of the local forecast results to national forecasts, at an overall and sectoral level	

	Presentation of the forecast travel demand and conditions for the core scenario and variant scenarios including a diagram of forecast flows for the do-minimum and the scheme options for affected corridors	
	If the model includes very slow speeds or high junction delays evidence of their plausibility	
	An explanation of any forecasts of flows above capacity, especially for the do-minimum, and an explanation of how these are accounted for in the modelling/appraisal	
	Presentation of the sensitivity tests carried out (to include high and low demand tests).	

Local Pinch Point Fund Application Form

Department for Transport

Guidance on the Application Process is available at:
https://www.gov.uk/government/organisations/department-for-transport/series/local-pinch-point-fund

Please include the Checklist with your completed application form.

The level of information provided should be proportionate to the size and complexity of the scheme proposed. As a guide, for a small scheme we would suggest around 25-35 pages including annexes would be appropriate.

One application form should be completed per project.

Applicant Information

Local authority name(s)*: Somerset County Council

**If the bid is a joint proposal, please enter the names of all participating local authorities and specify the lead authority*

Bid Manager Name and position: Mike O'Dowd Jones

Name and position of officer with day to day responsibility for delivering the proposed scheme.

Contact telephone number: 01823 356238
Email address: modowdjones@somerset.gov.uk

Postal address: Highways and Transport Commissioning
PPC702A Somerset County Council
County Hall
Taunton
TA1 4DY

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published:
www.somerset.gov.uk/transportstrategy

SECTION A - Project description and funding profile

A1. Project name: Creech Castle Improvements

A2. Headline description:

Please enter a brief description of the proposed scheme (in no more than 100 words)

The proposed scheme is to provide a signalised through-about junction at Creech Castle, Taunton. This will replace the current arrangement which suffers from congestion and lacks pedestrian and cycle facilities. The proposed scheme will provide sufficient capacity at the junction to accommodate the planned growth at the Monkton Heathfield urban extension supporting the delivery of 4,500 dwellings and 22.5 hectares of employment land. In addition to supporting growth the proposed scheme will increase pedestrian and cycle accessibility over the A358 by providing more direct pedestrian and cycle crossings.

A3. Geographical area:

Please provide a short description of area covered by the bid (in no more than 100 words)

The scheme covers Creech Castle cross-roads which is the junction of the A358 and A38 within Taunton. The A358 provides Taunton with its direct link between its town centre and the strategic road network at Junction 25 of the M5. The A38 is the primary highway link between Bridgwater and Taunton, both key settlements in Somerset.

OS Grid Reference: Eastings: 324946 Northings: 125557

Postcode:

Please append a map showing the location (and route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.

Map is appended in Annex A3.

A4. Type of bid (please tick relevant box):

Small project bids (requiring DfT funding of between £1m and £5m)
Scheme Bid ☒
Structure Maintenance Bid ☐

Large project bids (requiring DfT funding of between £5m and £20m)
Scheme Bid ☐
Structure Maintenance Bid ☐

Note: Scheme and Structure Maintenance bids will be assessed using the same criteria.

A5. Equality Analysis

Has any Equality Analysis been undertaken in line with the Equality Duty? ☒ Yes* ☐ No
*(Part of high-level strategy, not to scheme level)

A6. Partnership bodies

Please provide details of the partnership bodies (if any) you plan to work within the design and delivery of the proposed scheme. This should include a short description of the role and responsibilities of the partnership bodies (which may include Development Corporations, National Parks Authorities, private sector bodies and transport operators) with confirmatory evidence of their willingness to participate in delivering the bid proposals.

Somerset County Council will design and deliver the Creech Castle scheme.

A7. Local Enterprise Partnership / Local Transport Body Involvement

It would be beneficial (though not essential) if the relevant LEP or LTB (or shadow(s)) have considered the bid and, if necessary, prioritised it against other bids from the same area. If possible, please include a letter from the LEP / LTB confirming their support and, if more than one bid is being submitted from the area, the priority ranking in order of growth significance.

Have you appended a letter from the LEP / LTB to support this case? ☒ Yes ☐ No

SECTION B – The Business Case

You may find the following DfT tools useful in preparing your business case:

- Transport Business Cases
- Behavioural Insights Toolkit
- Logic Mapping Hints and Tips

B1. The Scheme - Summary

Please select what the scheme is trying to achieve (this will need to be supported by evidence in the Business Case). Please select all categories that apply.

☒ Improve access to a development site that has the potential to create housing
☒ Improve access to a development site that has the potential to create jobs
☒ Improve access to urban employment centres
☐ Improve access to Enterprise Zones
☐ Maintain accessibility by addressing the condition of structures
☒ Ease congestion / bottlenecks
☐ Other(s), Please specify -

B2. The Strategic Case

This section should set out the rationale for making the investment and evidence on the strategic fit of the proposal. It should also contain an analysis of the existing transport problems, identify the barriers that are preventing growth, explain how the preferred scheme was selected and explain what the predicted impacts will be. The impact of the scheme on releasing growth potential in Enterprise Zones, key development sites and urban employment centres will be an important factor in the assessment process.

Completion of the Creech Castle through-about scheme would directly meet many key economic aims that are formally set out in National, Regional and Local Economic Strategies:

Nationally the government White Paper; 'Local Growth, Realising Every Places Potential' (20102) emphasises the importance of creating the right conditions for growth. Specifically at 4.1 it refers to 'central Government intervention to tackle market failures. These include: investment in infrastructure, working with the market to enable growth and tackle barriers, such as transport congestion, improving connections between and within cities, towns and villages to connect people to job opportunities and maximise agglomeration benefits'.

The *Heart of the South West Local Enterprise Partnership Business Plan 2012* pledges to help secure infrastructure that ensures job creation and the economic success of towns. *The Somerset Local Investment Plan (LIP 2010-2015*) was approved by all Somerset's Local Authorities and it prioritises the key strategic infrastructure requirements in the county. The prioritisation is a consensus view of all the Somerset Local Authorities and it identifies Creech Castle Crossroads as a top priority. Improvements at Creech Castle are identified (paragraph 3.34) in Taunton Deane District Council's Infrastructure Delivery Plan (2011) to support the delivery of the planned growth set out in their adopted Core Strategy 2011-2028.

In particular please provide evidence on the following questions (where applicable):

a) What is the problem that is being addressed, making specific reference to barriers to growth and why this has not been addressed previously?

Under current conditions Creech Castle suffers from congestion which results in delay to existing users. The allocated Monkton Heathfield urban extension consisting of 4,500 homes and 22.5 hectares of employment land is located to the north of the junction. It has been identified in Taunton Urban Extension Framework Transport Assessment (2012) (report can be made available on request) that this development will impact on the Creech Castle and given the current conditions would severely impact on its operation. Creech Castle is located on the key A358 and A38 corridors both of which provide access to the existing employment sites including those toward Junction 25 of the M5. The A358 / A38 route provides the link between Taunton Town Centre including the Firepool regeneration site and the M5.

If improvements are not undertaken at this junction it will act as a barrier to the development of Monkton Heathfield and impact on the accessibility to Taunton Town Centre and the strategic road network.

The junction has not been addressed previously due to the cost of the implementing the scheme.

b) What options have been considered and why have alternatives have been rejected?

As part of the North East Taunton Urban Growth Infrastructure, Preferred Measures Package Report, August 2010 (report can be made available on request) a flyover arrangement was examined. Modelling work examining this option concluded that whilst it had some benefits over the signalised through-about solution it had a negative impact on downstream junctions. It was also considered that the impact of the flyover structure on the surrounding environment was too adverse. As a result the flyover option was discounted with the signalised through-about solution being taken forward.

c) What are the expected benefits / outcomes? For example, job creation, housing numbers and GVA and the basis on which these have been estimated.

As soon as the scheme is complete the economic benefits associated the intervention will begin to accumulate as a result of journey time savings. These benefits have been estimated utilising the Highways Agency's PAR assessment tool.

The Taunton Deane Borough Council Adopted Core Strategy (2011 to 2028) is an employment led strategy based upon a GVA increase of 2.8% per annum over the plan period. Monkton Heathfield urban extension contains the largest employment land allocation (22.5 hectares) within the Core Strategy. It is therefore a critical part in achieving the planned employment growth. The North East Taunton Urban Growth Infrastructure, Preferred Measures Package Report, August 2010 and the Framework Transport Assessment (September 2012) highlight the need to provide additional capacity at Creech Castle to support the delivery of the Monkton Heathfield urban extension (4,500 dwellings and 22.5 hectares of employment land). Creech Castle is therefore a critical piece of transport infrastructure required to deliver the planned employment growth in Taunton.

d) What is the project's scope and is there potential to reduce costs and still achieve the desired outcomes? For example, using value engineering.

The project includes the creation of a signalised through-about junction to replace the existing signalised junction located at the major intersection of the A38 and the A358 on the eastern edge of Taunton.

The existing junction incorporates a non motorised user over-bridge which caters for pedestrians and cyclists but involves a significant detour (ramped access). The proposal includes for the provision of at grade pedestrian / cycle facilities which will provide a more direct alternative route for pedestrians and cyclists. A new cycle / footway bridge across a flood relief channel is included on the east side of the A38 to the north of the junction to provide a more direct link to existing off road pedestrian / cycle infrastructure which provides an off road route into Taunton town centre.

The proposed cycle pedestrian bridge and associated link to existing off road infrastructure could be omitted to reduce costs. This would marginally reduce the benefits of the scheme but the reduction in benefits would be to non motorised users and the overall benefits in terms of reducing congestion would not affected to any great degree.

e) Are there are any related activities, that if not successfully concluded would mean the full economic benefits of the scheme may not be realised. For example, this could relate to land acquisition, other transport interventions being required or a need for additional consents?

In order to achieve the proposed design there is a need for third party land. Letters of willingness to enter into negotiations to sell the required land have been provided and are appended to this bid.

Monkton Heathfield urban extension is an allocated site in Taunton Deane District Council's Adopted Core Strategy and the first phase of which has planning permission. The remaining phases of the Monkton Heathfield urban extension are allocated but are yet to receive planning approval.

f) What will happen if funding for this scheme is not secured - would an alternative (lower cost) solution be implemented (if yes, please describe this alternative and how it differs from the proposed scheme)?

If only part of the funding stream is available then the scheme could be scaled down to exclude the pedestrian / cycle bridge in the northeast corner of the junction. If this should happen it

would mean cyclists / pedestrians wishing to access the town centre would have a longer more tortuous route to connect to existing off road infrastructure.

g) What is the impact of the scheme – and any associated mitigation works – on any statutory environmental constraints? For example, Local Air Quality Management Zones.

There is a Local Air Quality Management Zone (AQMZ) located on East Reach which is located approximately 1.9km to the southwest of the junction. Currently queuing can reach back from Creech Castle to this location along Toneway (A38). The proposed scheme will increase capacity thereby decreasing the prevalence of stationary traffic on this route; as a result it is considered that this would have positive impact on the AQMZ.

There is a noise issue identified at Creech Castle, which would need to be considered as part of the scheme. There is no identified ecology or built environment issue in this area.

B3. The Financial Case – Project Costs

Before preparing a scheme proposal for submission, bid promoters should ensure they understand the financial implications of developing the scheme (including any implications for future resource spend and ongoing costs relating to maintaining and operating the asset), and the need to secure and underwrite any necessary funding outside the Department's maximum contribution.

Please complete the following tables. **Figures should be entered in £000s** (i.e. £10,000 = 10).

Table A: Funding profile (Nominal terms)

£000s	2013-14	2014-15	2015-16	Total
DfT funding sought	480	1,618	[redacted]	2,098
Local Authority contribution		315	60	375
Third Party contribution		463	62	525
TOTAL	480	2,396	122	2,998

Table B: Cost estimates (Nominal terms)

Cost heading	Cost (£000s)	Date estimated	Status (e.g. target price)
Junction Design Costs and contract docs	280	Jan 13	estimate
Structure Design Costs and contract docs	97	Jan 13	estimate
Land costs including Fees	295	Jan 13	Budget
Utility costs	280	Jan 13	Budget
Structure construction	210	Jan 13	Estimate
Junction construction	1.836	Jan 13	Estimate

TOTAL	2.998	Jan 13	Budget

Notes:
1) Department for Transport funding must not go beyond 2014-15 financial year.
2) A minimum local contribution of 30% (local authority and/or third party) of the project costs is required.
3) Costs in Table B should be presented in outturn prices and must match the total amount of funding indicated in Table A.

B4. The Financial Case - Local Contribution / Third Party Funding

Please provide information on the following points (where applicable):

a) The non-DfT contribution may include funding from organisations other than the scheme promoter. If the scheme improves transport links to a new development, we would expect to see a significant contribution from the developer. Please provide details of all non-DfT funding contributions to the scheme costs. This should include evidence to show how any third party contributions are being secured, the level of commitment and when they will become available.

The local contribution of £900k is being provided by developer contributions of £150k secured via S106 with the remaining £750k being split between Somerset County Council and Taunton Deane Borough Council. The local contribution from Taunton Deane Borough Council (£375k) has been committed to in principle subject to council member approval (see Annex B4). The local contribution from Somerset County Council has also been committed subject to council member approval. The funds once approved by the respective councils will be available as required to deliver the construction programme.

b) Where the contribution is from external sources, please provide a letter confirming the body's commitment to contribute to the cost of the scheme. The Department is unlikely to fund any scheme where significant financial contributions from other sources have not been secured or appear to be at risk.

Have you appended a letter(s) to support this case? ☒ Yes ☐ No ☐ N/A

c) The Department may accept the provision of land in the local contribution towards scheme costs. Please provide evidence in the form of a letter from an <u>independent</u> valuer to verify the true market value of the land.

Have you appended a letter to support this case? ☐ Yes ☐ No ☒ N/A

d) Please list any other funding applications you have made for this scheme or variants thereof and the outcome of these applications, including any reasons for rejection.

No other funding applications have been made.

B5. The Financial Case – Affordability and Financial Risk

This section should provide a narrative setting out how you will mitigate any financial risks associated with the scheme (you should refer to the Risk Register / QRA – see Section B11).

Please ensure that in the risk / QRA cost that you have not included any risks associated with ongoing operational costs and have used the P50 value.

Please provide evidence on the following points (where applicable):

a) What risk allowance has been applied to the project cost?

At this stage 44% has been added to allow for Risks etc

b) How will cost overruns be dealt with?

Scheme costs will be closely monitored and prior to any award of the construction contract a 'Gateway review' will be held to ensure that adequate funding is in place. Any shortfall in funding once a tender has been awarded will be covered if necessary by the Highway Authority having explored options and contractual obligations with the contractor, through its general finance funding or where possible from relevant developer contributions.

c) What are the main risks to project delivery timescales and what impact this will have on cost?

Limited information is currently available on utilities indicates there may be some long lead in times for materials required for any necessary diversions. An allowance has been made for utility diversions based on currently available information which is considered to be adequate early preliminary estimates will be obtained to provide confirmation of costs at an early stage in scheme development.

d) How will cost overruns be shared between non-DfT funding partners (DfT funding will be capped and will not be able to fund any overruns)?

Any cost overrun that cannot be resolved with the contractor or through other relevant developer contributions will be shared equally between Somerset County Council as Highway Authority and Taunton Deane Borough Council as Local Planning Authority.

B6. The Economic Case – Value for Money

This section should set out the full range of impacts – both beneficial and adverse – of the scheme. The scope of information requested (and in the supporting annexes) will vary according to whether the application is for a small or large project.

Small project bids (i.e. DfT contribution of less than £5m)

a) Please provide a description of your assessment of the impact of the scheme to include:

- **Significant positive and negative impacts (quantified where possible);**
- **A description of the key risks and uncertainties;**
- **A short description of the modelling approach used to forecast the impact of the scheme and the checks that have been undertaken to determine that it is fit-for-purpose.**

The North East Taunton Urban Growth Infrastructure, Preferred Measures Package Report (August 2010) summarises SATURN modelling undertaken in determining the effectiveness of the scheme. The LMVR for the relevant version (TSRT2) of that model can be made available

on request. The model covers AM, inter-peak and PM peak hours. LinSig modelling was also undertaken as described in the Package Report.

The SATURN model includes the Taunton Third Way and 'Gateway' Park and Ride which have since been constructed. It also assumes the Taunton Northern Inner Distributor Road; construction is expected to begin on this project imminently.

There is a risk that traffic patterns in the study area might have changed since the time of the study. In order to confirm that the conclusions are still relevant SCC has compared traffic counts from automatic count sites and journey time data obtained in 2007 and 2011/12. This has shown that flows and speeds are very similar, and so it is considered that the conclusions of the study are still relevant. This information is contained in Annex B6.

There are inevitably other uncertainties within the modelling, including:

- The usual uncertainty in background traffic growth, as assumed in the model;
- Specific uncertainty regarding individual development proposals coming forward;
- The margin of error in performance of individual junctions 'on the ground' compared with that seen in modelling.

The main positive economic benefit will be decreased journey times, along with (unquantified) improvements in journey time reliability as congestion is reduced. With the junction remaining signalised a significant change in accident frequency is *not* assumed within the quantified benefits of the scheme although the improvement would create a safer environment for cyclists who are extremely vulnerable when using the current junction layout. The Highways Agency's PAR6.2 Spreadsheet has been used to estimate the Present Value of Benefits (PVB) at £127.5 Million over 60 years, discounted to 2010 prices. For robustness this estimate assumes zero traffic growth beyond the modelled year 2026.

The main cost is construction of the scheme itself. The Present Value of Costs is estimated at £5.3 Million (2012 prices) including an 89% optimism bias.

The estimated BCR is thus 24.0

A sensitivity test which assumes TEMPRO traffic growth to 2035 results in a higher PVB of £139.3 Million and BCR of 26.2.

** Small projects bids are not required to produce a Benefit Cost Ratio (BCR) but may want to include this here if they have estimated this.*

b) Small project bidders should provide the following as annexes as supporting material:

- A completed Scheme Impacts Pro Forma which summarises the impact of proposals against a number of metrics relevant to the scheme objectives. It is important that bidders complete as much of this table as possible as this will be used by DfT – along with other centrally sourced data – to form an estimate of the BCR of the scheme. Not all sections of the pro forma are relevant for all types of scheme (this is indicated in the pro forma).

- A description of the sources of data and forecasts used to complete the Scheme Impacts Pro Forma. This should include descriptions of the checks that have been undertaken to verify the accuracy of data or forecasts relied upon. Further details on the minimum supporting information required are presented against each entry within the pro forma.

Has a Scheme Impacts Pro Forma been appended? ☒ Yes ☐ No ☐ N/A

Has a description of data sources / forecasts been appended? ☒ Yes ☐ No ☐ N/A

- A completed Appraisal Summary Table. Bidders are required to provide their assessment of all the impacts included within the table and highlight any significant Social or Distributional Impacts (SDIs). Quantitative and monetary estimates should be provided where available but are not mandatory. The level of detail provided in the table should be proportionate to the scale of expected impact with particular emphasis placed on the assessment of carbon, air quality, bus usage, sustainable modes, accessibility and road safety. The source of evidence used to assess impacts should be clearly stated within the table and (where appropriate) further details on the methods or data used to inform the assessment should be attached as notes to the table.

Has an Appraisal Summary Table been appended? ☒ Yes ☐ No ☐ N/A

- Other material supporting the assessment of the scheme described in this section should be appended to your bid.

** This list is not necessarily exhaustive and it is the responsibility of bidders to provide sufficient information to demonstrate the analysis supporting the economic case is fit-for-purpose.*

Large project bids (i.e. DfT contribution of more than £5m)

c) Please provide a short description of your assessment of the value for money of the scheme including your estimate of the BCR. This should include:

- Significant monetised and non-monetised costs and benefits;
- A description of the key risks and uncertainties and the impact these have on the BCR;
- Key assumptions including (but not limited to): appraisal period, forecast years, level of optimism bias applied; and
- A description of the modelling approach used to forecast the impact of the scheme and the checks that have been undertaken to determine that it is fit-for-purpose.

d) Detailed evidence supporting your assessment – including a completed Appraisal Summary Table – should be attached as annexes to this bid. **A checklist of material to be submitted in support of large project bids has been provided.**

Has an Appraisal Summary Table been appended? ☐ Yes ☐ No ☒ N/A

- Please append any additional supporting information (as set out in the Checklist).

**It is the responsibility of bidders to provide sufficient information for DfT to undertake a full review of the analysis.*

B7. The Commercial Case

This section should set out the procurement strategy that will be used to select a contractor and, importantly for this fund, set out the timescales involved in the procurement process to show that delivery can proceed quickly.

a) Please provide evidence to show the risk allocation and transfer between the promoter and contractor, contract timescales and implementation timescales (this can be cross-referenced to your Risk Management Strategy).

The construction of this scheme can be split into two elements the junction improvement and the provision of the new pedestrian / cycle bridge and associated link. The provision the junction improvement would be procured using a restricted tendering procedure based on NEC Option B priced Bill of Quantities. This means of procurement will leave the majority of risks with the Client with the contractor only carrying risks associated with their project programming and costs based on the tender documents. The tender documents for the junction improvements would be issued in Jan 2014 following the issuing of a Prior Indication Notice and an invitation for expressions of interest to be submitted. A 3 month tendering / mobilisation period has been assumed with construction programmed to commence on May 2014 and be completed by December 2014.

Risks associated with the cycle / pedestrian bridge would again largely rest with the Client with the contractor carrying programme and cost risks based on the tender documents. The programme assumes the procurement of the construction works for the cycleway / footbridge taking place between June 14 and September 14 with construction taking place between Sept 14 and Dec 14

b) What is the preferred procurement route for the scheme and how and why was this identified as the preferred procurement route? For example, if it is proposed to use existing framework agreements or contracts, the contract must be appropriate in terms of scale and scope.

Procurement of junction improvement would be through a restricted tendering procedure in accordance with EU regulations (even though scheme falls below EU Procurement threshold). This is the preferred procurement route because of the specialist nature of some elements of the project (Signalisation and traffic Management) and the size of the project exceeds what would normally be undertaken through the Network management term maintenance contract.

The construction of the cycle / pedestrian bridge could be procured either in association with the junction improvement or alternatively through the County Council's framework contract for structures which is appropriate for a structure of this nature and value

c) A procurement strategy will not need to form part of the bid documentation submitted to DfT. Instead, the Department will require the bid to include a joint letter from the local authority's Section 151 Officer and Head of Procurement confirming that a strategy is in place that is legally compliant and is likely to achieve the best value for money outcome.

Has a joint letter been appended to your bid? ☒ Yes ☐ No

**It is the promoting authority's responsibility to decide whether or not their scheme proposal is lawful; and the extent of any new legal powers that need to be sought. Scheme promoters should ensure that any project complies with the Public Contracts Regulations as well as European Union State Aid rules, and should be prepared to provide the Department with confirmation of this, if required.*

B8. Management Case - Delivery

Deliverability is one of the essential criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.

a) A detailed project plan (typically in Gantt chart form) with milestones should be included, covering the period from submission of the bid to scheme completion. The definition of the key milestones should be clear and explained. The critical path should be identifiable and any key dependencies (internal or external) should be explained. Resource requirements, task durations, contingency and float should be detailed and easily identifiable. Dependencies and interfaces should be clearly outlined and plans for management detailed.

Has a project plan been appended to your bid? ☒ Yes ☐ No

b) If delivery of the project is dependent on land acquisition, please include a letter from the respective land owner(s) to demonstrate that arrangements are in place in order to secure the land to enable the authority to meet its construction milestones.

Has a letter relating to land acquisition been appended? ☒ Yes ☐ No ☐ N/A

c) Please provide summary details of your construction milestones (at least one but no more than 5 or 6) between start and completion of works:

Table C: Construction milestones

	Estimated Date
Start of works Junction Works	**May 2014**
Start of construction of footway / cyclebridge	**Sep 2014**
Completion of Junction Works	**Dec 2014**
Completion of footway / cycle bridge	**Jan 2015**
Opening date	**Jan 2015**
Completion of works (if different)	

d) Please list any major transport schemes costing over £5m in the last 5 years which the authority has delivered, including details of whether these were completed to time and budget (and if not, whether there were any mitigating circumstances)

East of Taunton Park & Ride completed to budget but slightly later than envisaged due to inclement weather.

Taunton Third Way – completion delayed due to additional maintenance schemes being added to the works to provide added benefits – costs overrun slightly due to additional works and prolonged period of very cold weather during bridge construction

B9. Management Case – Statutory Powers and Consents

a) Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.

No Statutory powers have been obtained to date and none are required to deliver this scheme assuming land is acquired by agreement.

b) Please list separately any outstanding statutory powers / consents etc, including the timetable for obtaining them.

None – assuming land is acquired by agreement

B10. Management Case – Governance

Please name who is responsible for delivering the scheme, the roles (Project Manager, SRO etc.) and responsibilities of those involved, and how key decisions are/will be made. An organogram may be useful here. Details around the organisation of the project including Board accountabilities, contract management arrangements, tolerances, and decision making authorities should be clearly documented and fully agreed.

Project Manager – Richard Needs – Engineering Design Team Manager
SRO – Michele Cusack – Economic & Community Infrastructure Operations Director

See attached organogram (see Annex B10).

B11. Management Case - Risk Management

All schemes will be expected to undertake a thorough Quantified Risk Assessment (QRA) and a detailed risk register should be included in the bid. The QRA should be proportionate to the nature and complexity of the scheme. A Risk Management Strategy should be developed and should outline on how risks will be managed.

Please ensure that in the risk / QRA cost that you have not included any risks associated with ongoing operational costs and have used the P50 value.

Has a QRA been appended to your bid? ☒ Yes ☐ No

Has a Risk Management Strategy been appended to your bid? ☒ Yes ☐ No

B12. Management Case - Stakeholder Management

The bid should demonstrate that the key stakeholders and their interests have been identified and considered as appropriate. These could include other local authorities, the Highways Agency, statutory consultees, landowners, transport operators, local residents, utilities companies etc. This is particularly important in respect of any bids related to structures that may require support of Network Rail and, possibly, train operating company(ies).

a) Please provide a summary of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests.

See table in Annex B12

b) Can the scheme be considered as controversial in any way? ☐ Yes ☒ No
If yes, please provide a brief summary (in no more than 100 words)

c) Have there been any external campaigns either supporting or opposing the scheme?

☐ Yes ☒ No

If yes, please provide a brief summary (in no more than 100 words)
The scheme has been subject to of both Somerset Local Transport Plan and Taunton Deane District Local Development Framework consultation and adoption processes without any objection raised.

d) For large schemes please also provide a Stakeholder Analysis and append this to your application.

Has a Stakeholder Analysis been appended? ☐ Yes ☐ No ☒ N/A

e) For large schemes please provide a Communications Plan with details of the level of engagement required (depending on their interests and influence), and a description of how and by what means they will be engaged with.

Has a Communications Plan been appended? ☐ Yes ☐ No ☒ N/A

B13. Management Case - Assurance

We will require Section 151 Officer confirmation (Section D) that adequate assurance systems are in place.

For large schemes please provide evidence of an integrated assurance and approval plan. This should include details around planned health checks or gateway reviews.

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Benefits Realisation

Please provide details on the profile and baseline benefits and their ownership. This should be proportionate to the size of the proposed scheme.

Benefit	Who	When	Monitoring
Journey Time Savings	All Traffic inc Bus Services	Completion of Scheme	Journey Time Surveys
Better Pedestrian Facilities	All pedestrians	Completion of Scheme	Pedestrian Surveys
Better Cycling Facilities	All cyclists	Completion of Scheme	Cycle Surveys

C2. Monitoring and Evaluation

Evaluation is an essential part of scheme development and should be considered and built into the planning of a scheme from the earliest stages. Evaluating the outcomes and impacts of schemes is important to show if a scheme has been successful.

Please set out how you plan to measure and report on the benefits identified in Section C1, alongside any other outcomes and impacts of the scheme

Transport-related indicators will be as follows:

- Increased use of corridor by pedestrians and cyclists; monitored through annual manual/video counts. Baseline figures will be collected before commencement of the scheme.
- Journey times; these will be collected using GPS units in a 'floating car' along the length of the corridor and on key approaches. As well as new baseline data which will be collected before commencement, SCC holds historic data.
- Motor vehicle volumes; collected using automatic traffic counters already in operation throughout the area.

In practice the majority of this data is already being collected in support of the Third Way (TTW) and Northern Inner Distributor Road (TNIDR) schemes. Timescales for this proposal are not dissimilar to those for the TNIDR. It is thus anticipated that the current joint TTW/TNIDR reporting would also include reporting and evaluation related to Creech Castle.

A fuller evaluation for large schemes may also be required depending on their size and type.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration	
As Senior Responsible Owner for the Creech Castle scheme I hereby submit this request for approval to DfT on behalf of Somerset County Council and confirm that I have the necessary authority to do so. I confirm that Somerset County Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.	
Name: Mike O'Dowd Jones	Signed:
Position: Strategic Commissioning Manager: Highways and Transport	

D2. Section 151 Officer Declaration	
As Section 151 Officer for Somerset County Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Somerset County Council - has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution - accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties - accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme - accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2014/15 - confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller scheme bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place	
Name: Martin Gerrish	Signed:

Submission of bids:

For both small bids and large bids the deadline is 5pm, **21 February 2013**

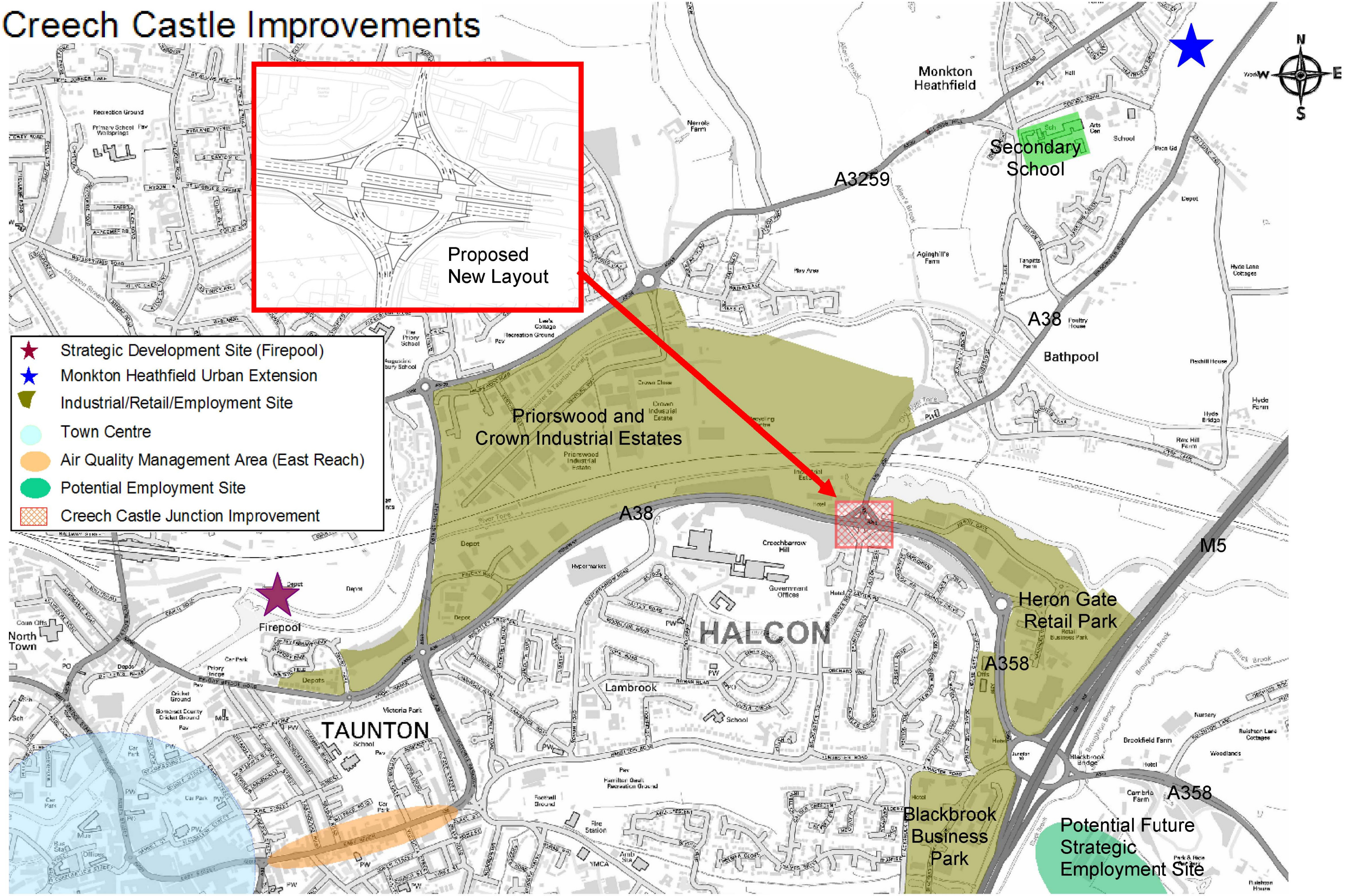
One hard copy and a CD version of each bid and supporting material should be submitted to:

Steve Berry
Local Transport Funding, Growth & Delivery Division
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

An electronic copy should also be submitted to steve.berry@dft.gsi.gov.uk

ANNEX A3

Creech Castle Improvements



The information on this map is indicative only

ANNEX A7

Mr Mike O'Dowd Jones
Strategic Commissioning Manager
Highways and Transportation
Somerset County Council
County Hall
Taunton
Somerset
TA1 4DY

18/2/13

Dear Mike,

Local Pinchpoints Bid – Creech Castle

Thank you for involving the Heart of the South West Local Enterprise Partnership during the preparation of the Local Pinchpoints programme bid for a significant improvement at Creech Castle, Taunton.
The expansion of Taunton continues to be a major engine for growth in the economy of the LEP area, and the Creech Castle junction is a key nodal point on the route between Taunton's major access point on the M5 motorway, Junction 25, and the town centre.

Creech Castle also provides a direct access route to the planned urban extension at Monkton Heathfield, which will in due course be the location of 4,500 dwellings and 22.5 hectares of employment development.
The proposed junction improvement will alleviate current peak hour congestion and provide the capacity needed to accommodate future development, and it offers high value for money. The Local Enterprise Partnership is happy to confirm its strong support for your bid to the Local Pinchpoints programme.

Yours sincerely,

Liz Waugh

Chief Executive

Tel: 01752 847135 Mobile 07966 388921 email : Liz@coastmarcoms.co.uk Address: C/o Coast Communications, Forder, Saltash PL12 4QR

ANNEX B4

Our Ref: ACM

12 February 2013

Mr R Needs
Engineering Design Team Manager
Somerset County Council
County Hall
Taunton
Somerset
TA1 4DY

Dear Richard

CREECH CASTLE JUNCTION IMPROVEMENT, TAUNTON, SOMERSET

Further to our recent e-mail correspondence, I confirm that I act on behalf of the freehold owner of Creech Castle, Neal Radford, and that I have instructions to respond on his behalf in relation to the above road improvement scheme.

Having reviewed the proposed general arrangement preliminary design drawing for the junction, I would agree with your conclusion that such a scheme would require land currently forming part of the landscaping area to the south eastern corner of my client's landholding.

My client is willing to enter into negotiations with you based on the land as outlined, subject to the agreement of value and other terms together with an undertaking in respect of his legal and professional fees.

I trust that the above sufficient for your purposes at this time but please do not hesitate to contact me to progress discussions further.

Yours sincerely

ANDREW MAYNARD BSc (Hons) MRICS
Partner

Tel. 01823 444879
Email. amaynard@alderking.com

Name: Mark Green
Job Title: Regeneration and Delivery Manager
The Deane House, Belvedere Road, Taunton TA1 1HE
Tel 01823 354743
email: mark.green@projecttaunton.co.uk.

Our Ref:
Your Ref:

Dear Mark

Date: 19th February, 2013

With reference to the Local Pinch Point bid submission regarding a planned improvement of Creech Castle junction, Taunton, I can confirm the following points on behalf of Taunton Deane Borough Council:

1. That the additional land on the south western quadrant (Creech Barrow Hill) required to undertake the planned improvement is owned by TDBC. TDBC are prepared to transfer this land to SCC at nil cost in order to facilitate the works.
2. That, subject to the remaining costs being secured through ' Local Pinch Points' funding, TDBC are prepared in principle to provide £375k toward the 'local' contribution element which totals £0.9m. This has to be subject to full member approval at this stage.

The view of TDBC is that the improvement of this junction is a very high priority and is fundamental to the successful delivery of the strategic housing and employment growth planned for both the major urban extension at Monkton Heathfield and elsewhere in and around the town centre.

The delivery of this improvement is very highly prioritised in both the adopted Somerset Local Investment Plan and in TDBC's approved Infrastructure Delivery Plan. It is also ranked as one of the very highest priorities in the draft Regulation 123 list for the purposes of CIL; which the Council is currently intending to introduce with effect from September 2013.

If you require any further clarification of TDBC's support for and commitment to this project then please let me know.

Regards,

Mark Green
Regeneration and Delivery Manager

ANNEX B6

Scheme Impact Pro Forma for Small Project Bids 2028 Assessment Year

Scenario	Input Data / Key Performance Indicators	Unit	AM Peak Hr Weekday	PM Peak Hr Weekday	Inter-Peak Hr Weekday	Nights 19:00-07:00	Sat 07:00-19:00	Sun 07:00-19:00	
Do-Minimum	Number of highway trips affected	PCU	55,198	56,210	40,522				Source: DM SATURN Model
	Total vehicle travelled time	PCU-hours	33,273	31,809	22,050				Source: DM SATURN Model
	Total vehicle travelled distance	PCU-km	1,848,299	1,842,073	1,548,230				Source: DM SATURN Model
	Total network delays (transient + O/C queuing)	PCU-hours	7,393	6,142	1,513				Source: DM SATURN Model
	Highway peak period conversion factor	(Peak 3 hr perioc	2.71	2.82					Based on two local ATC counters; data from 2011-12; AM 3 hr peak 0730-1030; AM peak 0745-0845; PM 3 hr peak 1515-1815; PM Peak 1645-1745
	Number of PT passenger trips on affected routes	passenger trips							
	Bus journey time on affected routes	minutes							
	Total PT travelled time	passenger-hrs							
	Total PT travelled distance	passenger-km							
	PT peak period conversion factor	-							
	Number of walking and cycling trips	person trips							
	Mode share in affected area								
	- Walking and cycling	person trips							
	- Bus/BRT	person trips							
	- Rail	person trips							
	- Car	person trips							
	- Total	person trips							
Do-Something	Number of highway trips affected	PCU	55,198	56,210	40,522				Source: North East Taunton Urban Growth Infrastructure Preferred Measures Package Report, Appendix F
	Total vehicle travelled time	PCU-hours	32,902	31,806	21,803				Source: North East Taunton Urban Growth Infrastructure Preferred Measures Package Report, Appendix F
	Total vehicle travelled distance	PCU-km							
	Total network delays	PCU-hours							
	Highway peak period conversion factor	(Peak 3 hr perioc	2.71	2.82					Based on two local ATC counters; data from 2011-12; AM 3 hr peak 0730-1030; AM peak 0745-0845; PM 3 hr peak 1515-1815; PM Peak 1645-1745
	Number of PT passenger trips on affected routes	passenger trips							
	Bus journey time on affected routes	minutes							
	Total PT travelled time	passenger-hrs							
	Total PT travelled distance	passenger-km							
	PT peak period conversion factor	-							
	Number of walking and cycling trips	person trips							
	Mode share in affected area								
	- Walking and cycling	person trips							
	- Bus/BRT	person trips							
	- Rail	person trips							
	- Car	person trips							
	- Total	person trips							

Appraisal Summary Table

Date produced:	13	2	2013

Contact:	
Name	
Organisation	
Role	Promoter/Official

Name of scheme:	Creech Castle Improvements
Description of scheme:	Highway capacity improvements and improved pedestrian and cycle crossings at Creech Castle, Taunton.

Impacts		Summary of key impacts	Assessment			
			Quantitative	Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
Economy	Business users & transport providers	Business users and transport providers would benefit from increased journey reliability and journey time savings.	Value of journey time changes(£) £60.7M Net journey time changes (£) 0 to 2min: Not available; 2 to 5min: Not available; > 5min: Not available		£122.2M (2010 prices; economy and social benefits combined)	No detrimental impact on vulnerable groups; benefits to bus passengers in line with general traffic; benefits to non-motorised users.
	Reliability impact on Business users	Business users would benefit from an increase in journey reliability.		Reduced queuing improves reliability		
	Regeneration	The junction lies on a key corridor between Taunton Town Centre and the M5. Taunton Town Centre centre includes the Firepool regeneration site increasgin this site accessibility.				
	Wider Impacts	Helps to support the delivery of 4,500 and 22.5 hectares of development at Monkton Heathfield. Increases accessibility to various employment sites and to the town centre.				
Environmental	Noise	There is an identified noise area at the Creech Castle junction.				
	Air Quality	Scheme impact on East Reach is likely to be slight positive				
	Greenhouse gases	Decrease due to reduced congestion	Change in non-traded carbon over 60y (CO2e) Change in traded carbon over 60y (CO2e)			
	Landscape	No impact				
	Townscape	No impact				
	Heritage of Historic resources	There are no known archaeological or historical features that would compromise the development of this option.				
	Biodiversity	No significant issues have been identified from an environment and habitat perspective.				
	Water Environment	None				
Social	Commuting and Other users	Benefit	Value of journey time changes(£) £66.8M Net journey time changes (£) 0 to 2min: Not available; 2 to 5min: Not available; > 5min: Not available		£122.2M (2010 prices; economy and social benefits combined)	No detrimental impact on vulnerable groups; benefits to bus passengers in line with general traffic; benefits to non-motorised users.
	Reliability impact on Commuting and Other users	Increase				
	Physical activity	increase provision of pedestrian and cycle infrastructure on key routes				
	Journey quality	Increase for all. Shorter journey lengths for pedestrians and cyclists and there is no longer the need to cross using the footbridge				
	Accidents	Possible slight reduction in accidents involving non-motorised users		Reduced informal at-grade crossing by NMUs		Slight beneficial; Reduce number of accidents involving NMUs
	Security	Benefit to perceived security as at-grade corssings would provide an alternative to the over-bridge to the east.				Slight Beneficial; benefit to non-motorised users
	Access to services	Accessibiltiy to secondary education would be improved, as well ass access to vairous employement sites in the vicinty of the junction.				
	Affordability	Affordability of transport modes would increase by reducing journey times for all and journey lengths for pedestrians and cyclists.				Slight Beneficial; benefit to non-motorised users
	Severance	Decrease in severance as the A358 at this location only provides a pedestrian / cycle bridge to the east. Direct links would be provided.				Slight Beneficial; benefit to non-motorised users
	Option values	Slight beneficial impact due to reduced severance improving opportunities to walk/cycle				
Public Accounts	Cost to Broad Transport Budget	No significant revenue impact				
	Indirect Tax Revenues	Reduction in tax revenue due to reduced fuel consumption		Negative		

Appendix to Creech Castle Local Pinch Point Fund Application

The graphs on the following pages provide average daily profiles (with standard deviations) from ATC data for given months in 2008 and 2012. They demonstrate that there has been little if any significant change in traffic over that period and that therefore the conclusions of the original NETUGI Study remain sound.

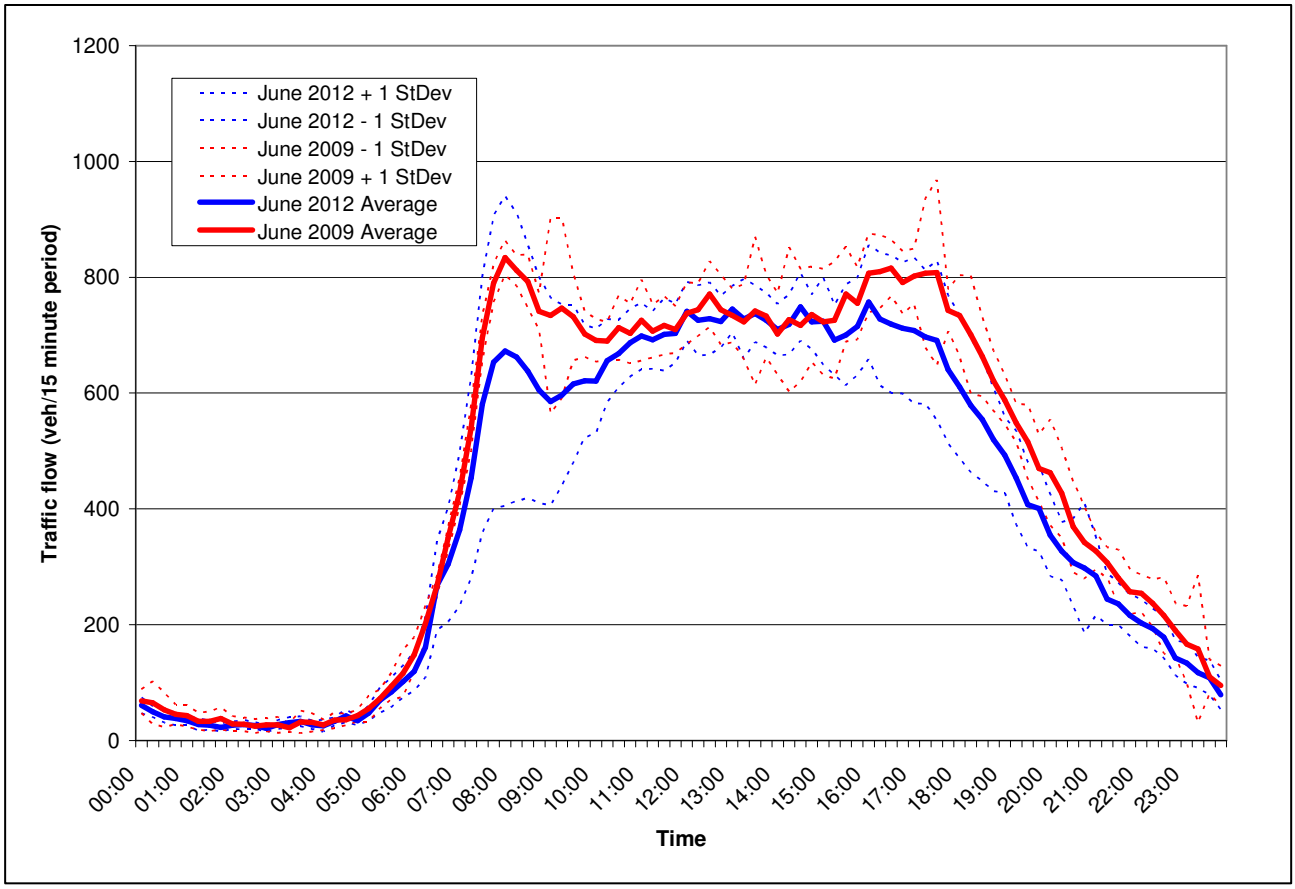


Figure A 1: Toneway Average Weekday Profile, June 2009 vs June 2012

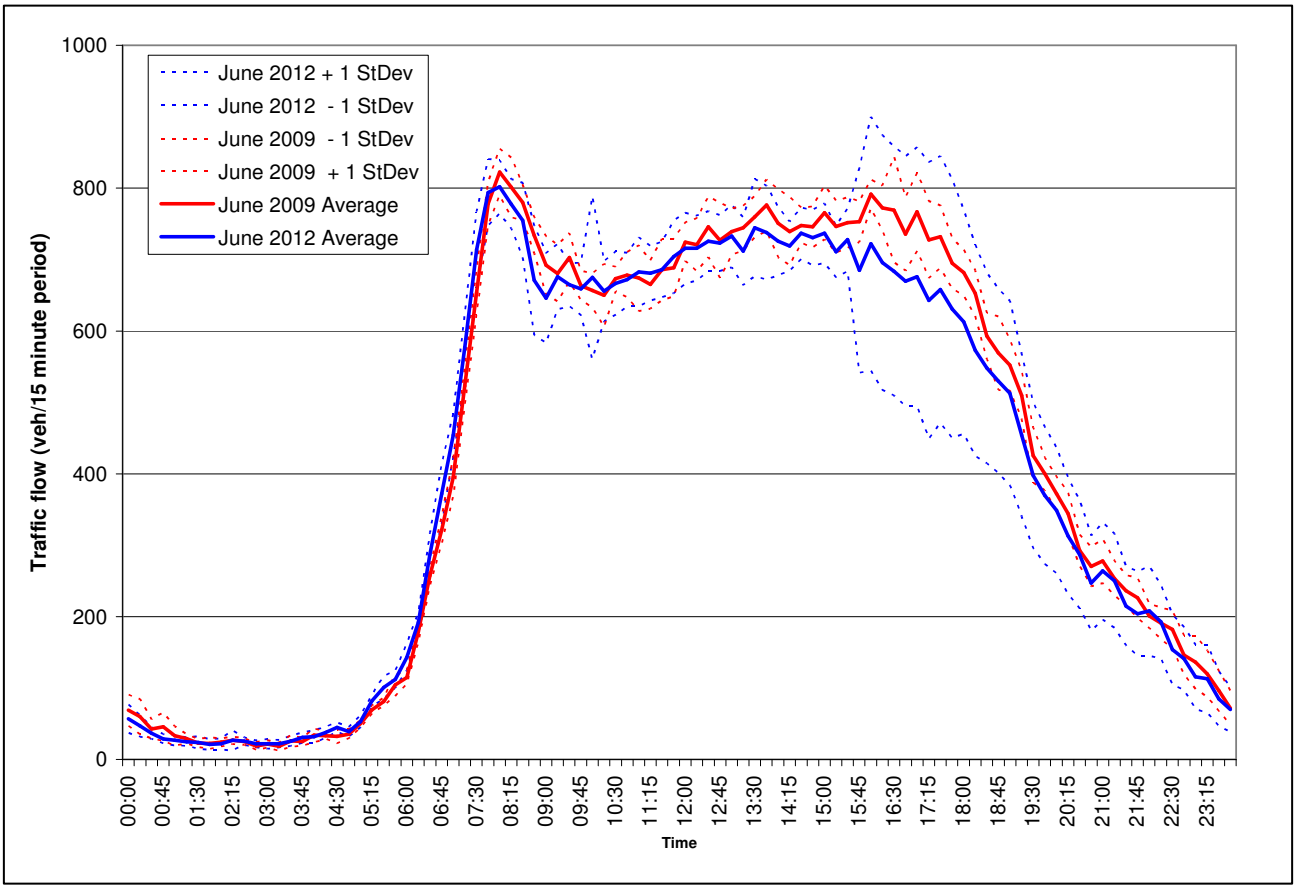


Figure A 2: Toneway Average Weekday Profile, November 2009 vs November 2012

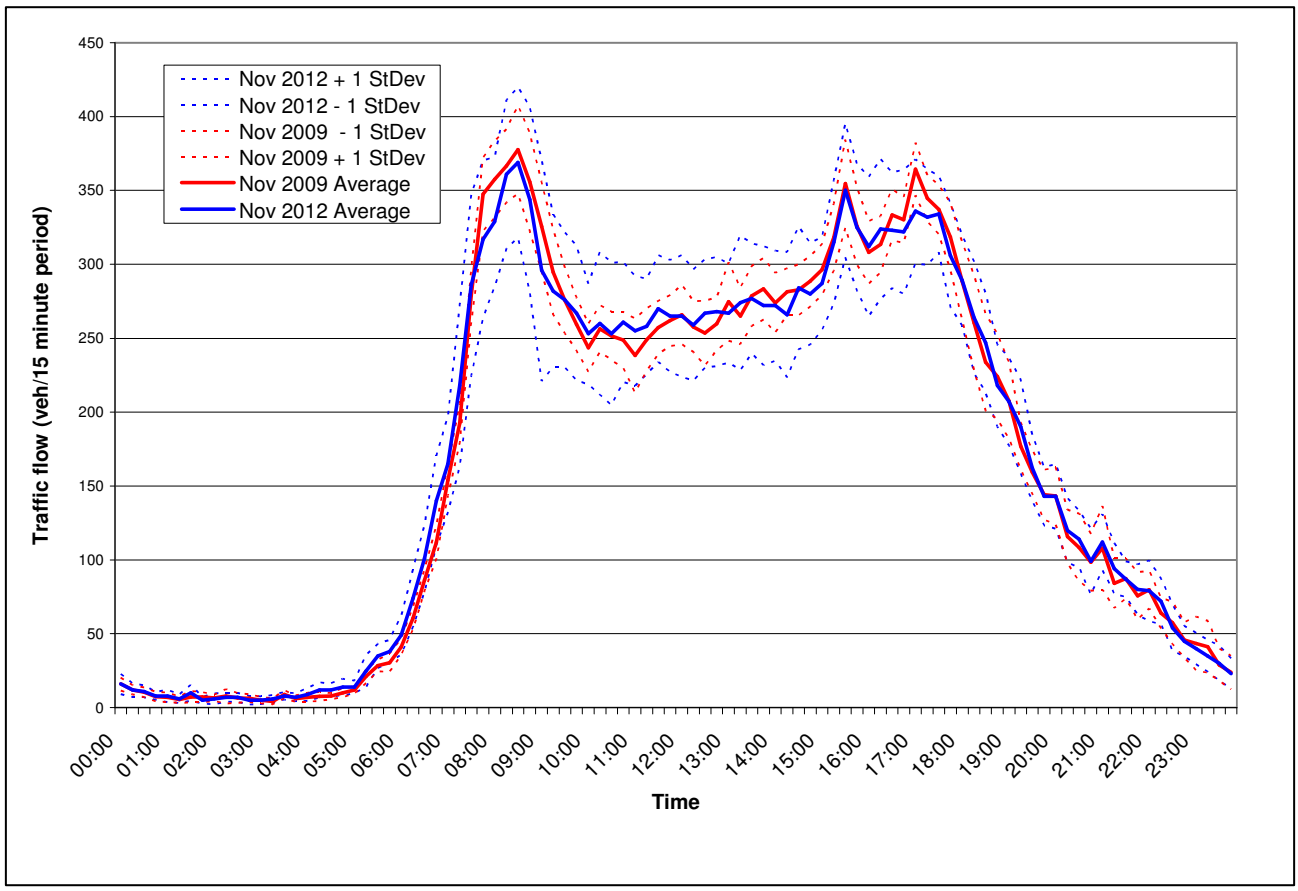


Figure A 3: A38 Bathpool Average Weekday Profile, November 2009 vs November 2012

Note: no data available for June 2009 vs June 2012.

The graphs on the following pages provide journey time data on each approach to the Creech Castle junction (with 95% confidence intervals) in 2008 and 2012. They demonstrate that there has been little if any significant change in delay over that period and that therefore the conclusions of the original NETUGI Study remain sound. Where the mean journey times vary more than a small amount this is normally due to outlying data points.

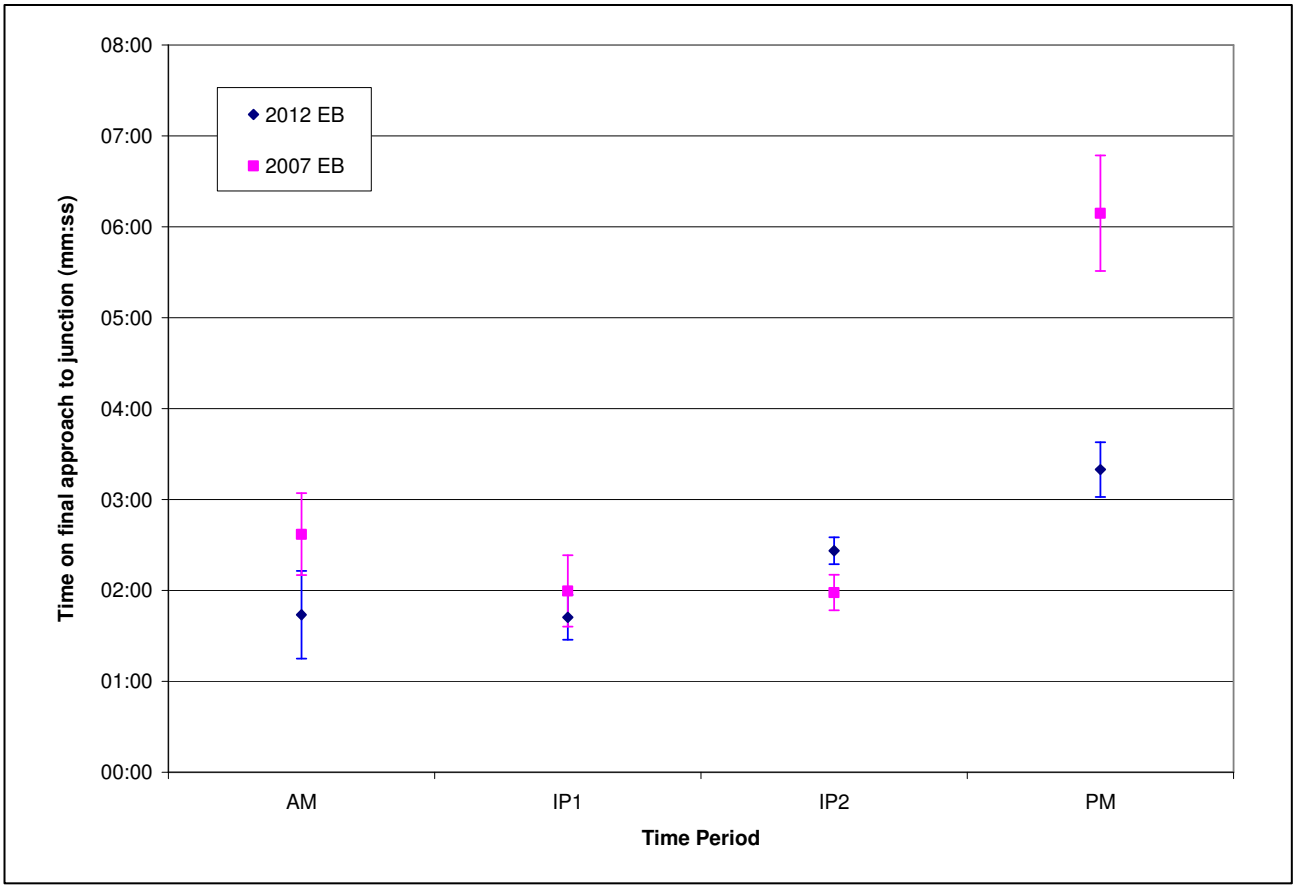


Figure A 4: EB Toneway Approach to Creech Castle Junction: journey times 2007 vs 2012

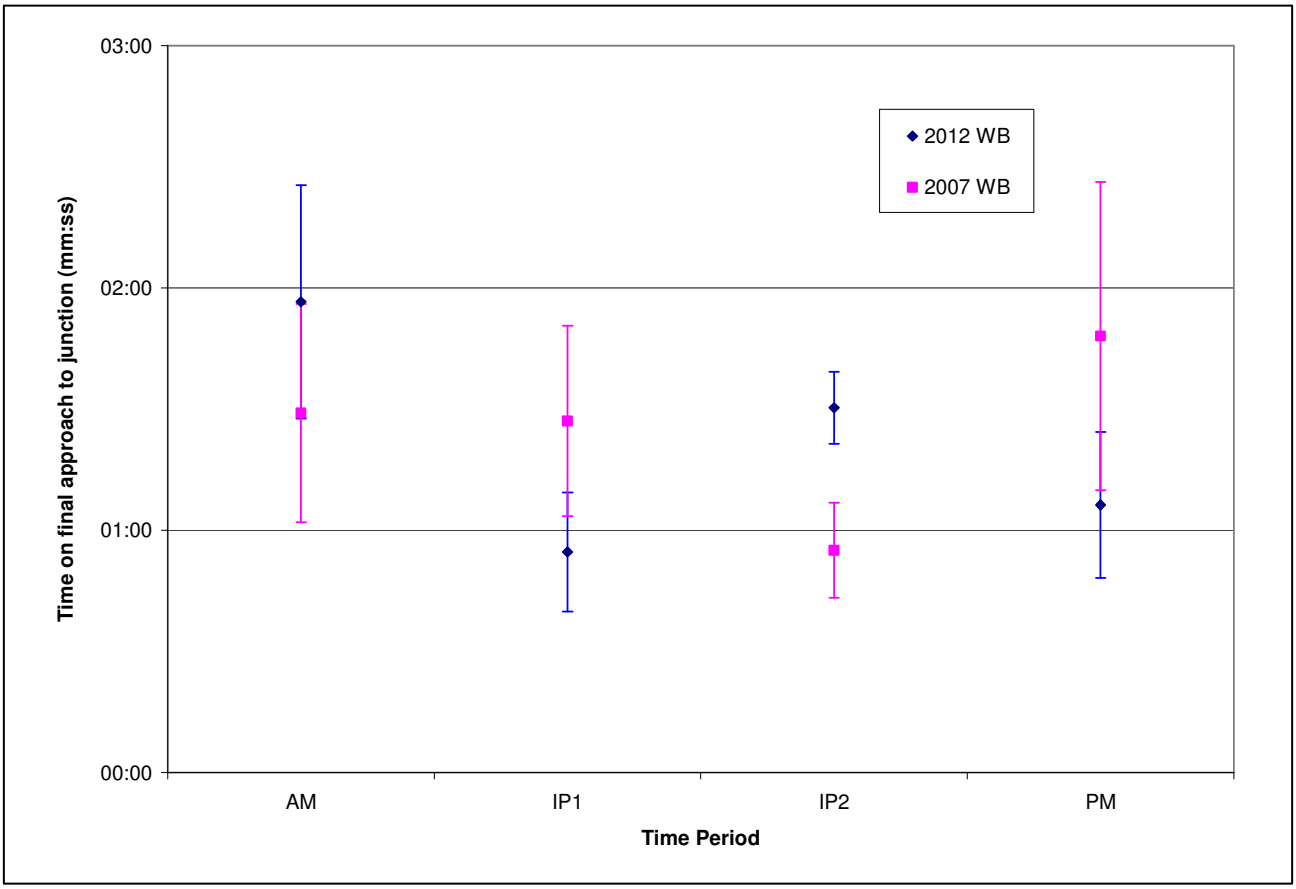


Figure A 5: WB Toneway Approach to Creech Castle Junction: journey times 2007 vs 2012

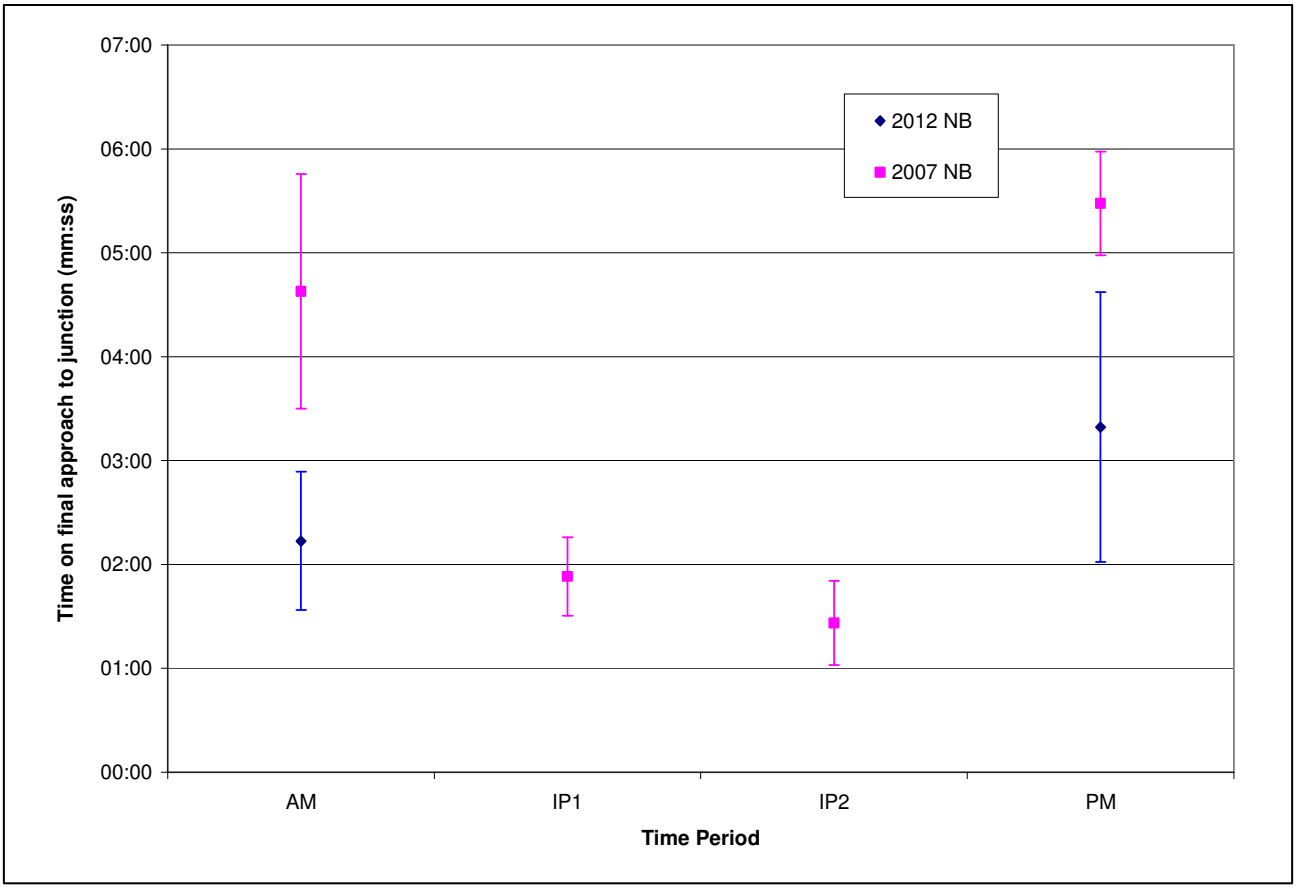


Figure A 6: NB Bridgwater Road Approach to Creech Castle Junction: journey times 2007 vs 2012

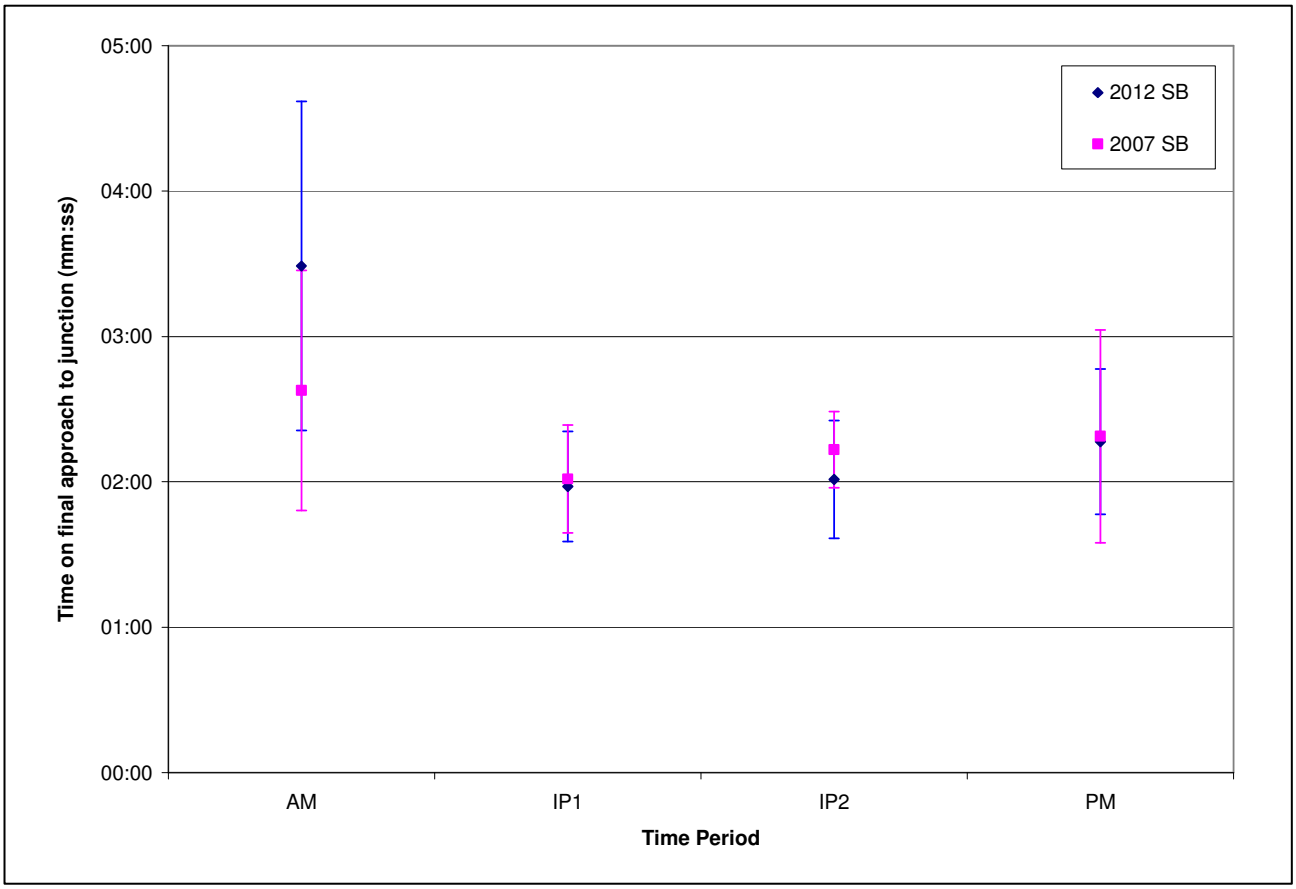


Figure A 7: SB A38 Bridgwater Road Approach to Creech Castle Junction: journey times 2007 vs 2012

ANNEX B7

WWW.SOMERSET.GOV.UK

Steve Berry
Head, Highways Maintenance Branch
Local Transport Funding, Growth & Delivery
Department for Transport
2/14 Great Minster House
33 Horseferry Road
LONDON
SW1P 4DR

please ask for
Kevin Nacey

01823 355213
KBNacey@somerset.gov.uk

my reference
S151_CC_12022013

your reference
[Type your ref **here**]

20 February 2013

Dear Steve,

Local Pinch Point Funding – Creech Castle

I am writing to you with regard to the above funding bid submission in my capacity as Somerset County Council's Section 151 Officer.

In reference to section B7c of the application I can confirm that a procurement strategy is place that is legally compliant and will ensure the best value for money outcome for the delivery of this scheme.

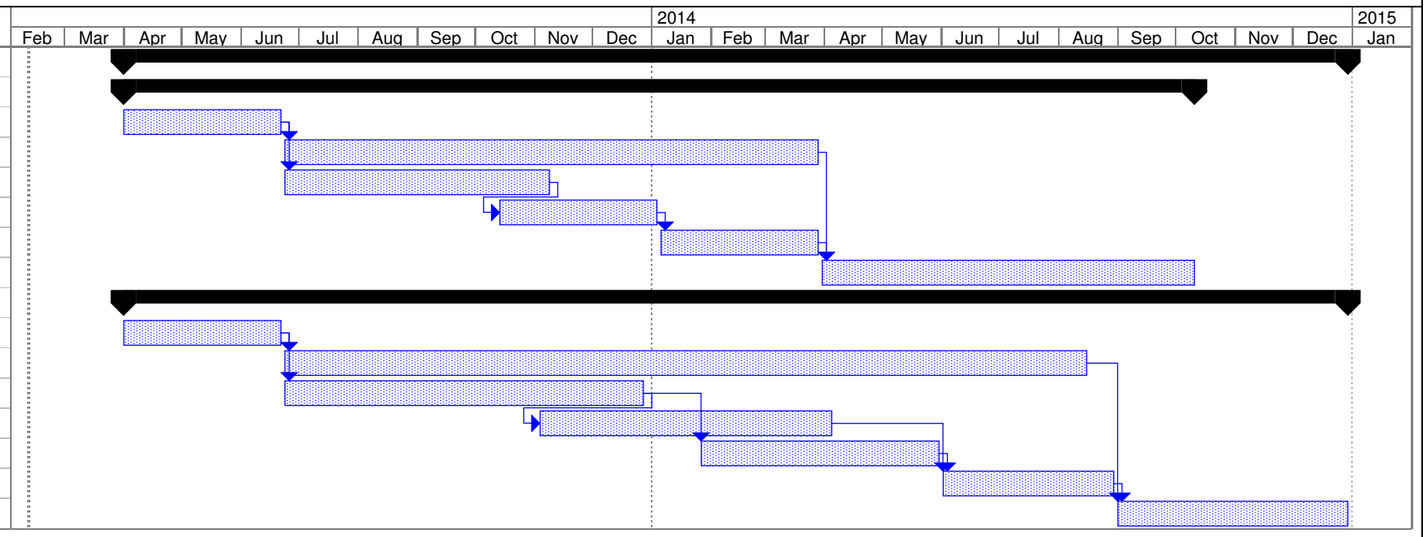
I can also confirm that in reference to section B13 of the application that adequate assurance systems are in place for the delivery of scheme.

Yours sincerely

Kevin Nacey
Finance & Performance Director
Somerset County Council
County Hall
Taunton
TA1 4DY

ANNEX B8

ID	Task Name	Duration	Start	Finish	Predecessors
1	**Creech Castle Improvements**	**456 days**	**Mon 01/04/13**	**Mon 29/12/14**	
2	**Junction Improvements**	**400 days**	**Mon 01/04/13**	**Fri 10/10/14**	
3	Initial Design	60 days	Mon 01/04/13	Fri 21/06/13	
4	Land Negotiations	200 days	Mon 24/06/13	Fri 28/03/14	3
5	Detailed Design	100 days	Mon 24/06/13	Fri 08/11/13	3
6	Contract Documents	60 days	Mon 14/10/13	Fri 03/01/14	5FS-20 days
7	Procurement	60 days	Mon 06/01/14	Fri 28/03/14	6
8	Construction	140 days	Mon 31/03/14	Fri 10/10/14	7,4
9	**Footway / Cycleway bridge**	**456 days**	**Mon 01/04/13**	**Mon 29/12/14**	
10	Initial Design	60 days	Mon 01/04/13	Fri 21/06/13	
11	Land Negotiations	300 days	Mon 24/06/13	Fri 15/08/14	10
12	Detailed Design	135 days	Mon 24/06/13	Fri 27/12/13	10
13	EA Approvals	110 days	Mon 04/11/13	Fri 04/04/14	12FS-40 days
14	Contract Documents	90 days	Mon 27/01/14	Fri 30/05/14	12FS+20 days
15	Procurement	65 days	Mon 02/06/14	Fri 29/08/14	14,13
16	Construction	86 days	Mon 01/09/14	Mon 29/12/14	11,15

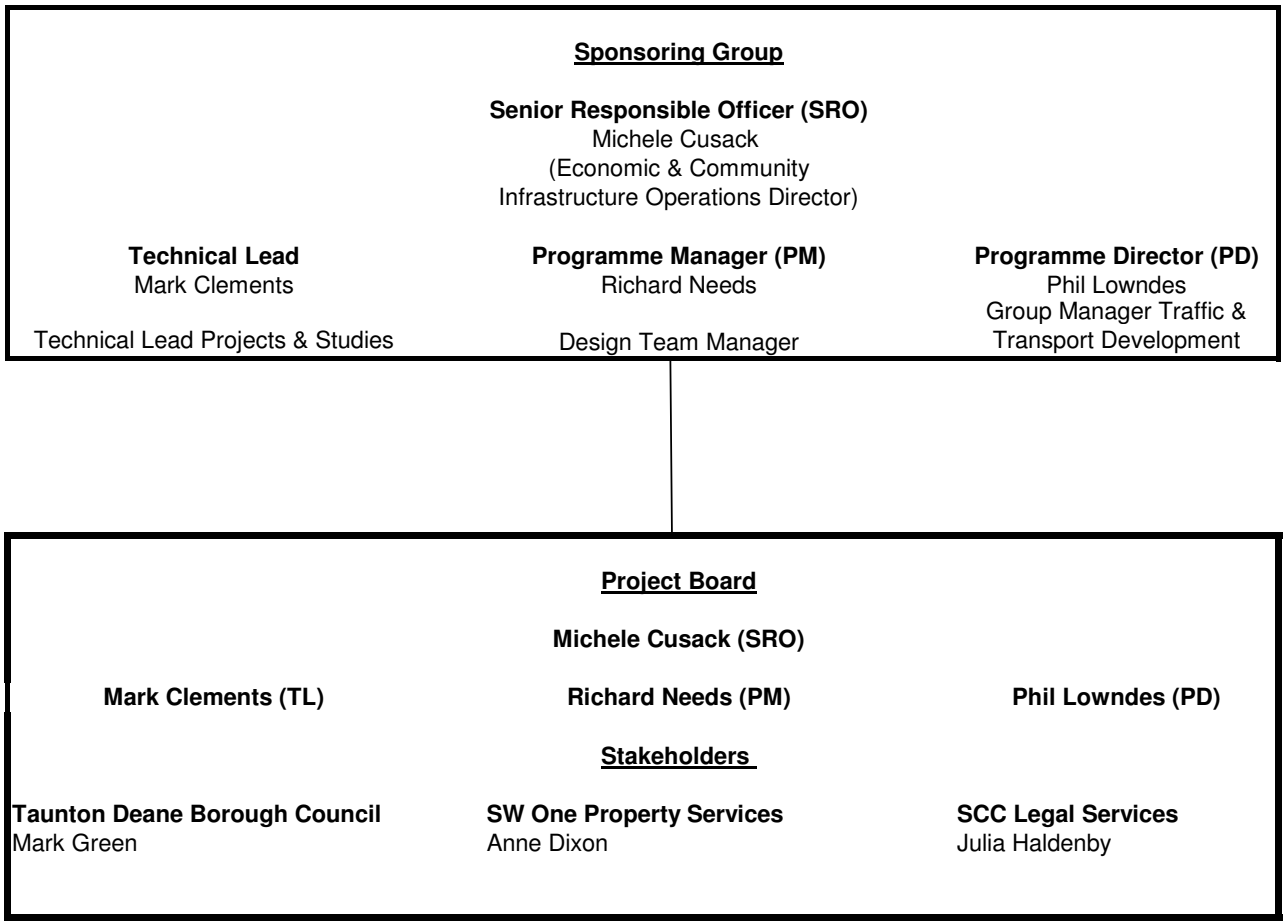


Project: Creech Castle Prelim Prograr
Date: Sun 10/02/13

Task | Progress | Summary | External Tasks | Deadline
Split | Milestone | Project Summary | External Milestone

ANNEX B10

Creech Castle - Local Pinch Point



The Sponsoring Group is the group that has ownership of the project.
The Project Board is responsible for the delivery and programming of the scheme.
Should issues arise that impact on the deliverability of the scheme the Project Board must raise these with the Sponsoring Group.
The Sponsoring Group is responsible for making or recommending a decision on how to proceed with issues.
Decisions are made in the context of and limitations of Somerset County Council's Scheme of Delegation.

ANNEX B11

Creech Castle Pinch Point - Finance

Cost element	Detailed estimates Jan 13	Risk	Estimate including Contingency	Contingency amount
Design / Supervision Costs	**313**	Medium (20%)	**377**	**63**
Construction Cost				
Highways	1,274	High (44%)	1,836	562
Structures	146	High (44%)	210	64
Statutory Undertaker	194	High (44%)	280	86
Total Construction Cost	**1,614**		**2,326**	**712**
Other Costs				
Land	205	High (44%)	295	90
Total other cost	**205**		**295**	**90**
TOTAL	**2,132**		**2,998**	**865**
TOTAL SCHEME COST			**2,998**	

Creech Castle Junction - Local pinch Point

			Risk Assessment							
			Impact			Probability	Residual Risk			
No	Description	Category	Cost	Time	Impact Rating	RAG	Risk Approach	Mitigation Measures	Person Resp	Date of Update
1	Inability to agree terms on land acquisition	Technical / Financial	L	M	L	2	Reduce	Early engagement with affected landowners	RGN	10-Feb-13
2	Inability to achieve EA consent for new bridge	Technical	L	M	L	2	Reduce	Early engagement with Environment Agency	RGN	10-Feb-13
3	Issues with long lead in times for cabling etc associated with utility diversions	Technical	L	M	L	2	Reduce	Early engagement with utilities	RGN	10-Feb-13
4	Difficulty in booking necessary Road Space	Technical	M	M	M	4	Reduce	Early coordination with NRSWA team to confirm availability of road space	RGN	10-Feb-13
5	Construction Inflation	Financial	H	L	M	2	Accept	Ensure cost estimates include best up to date forecasts on construction costs. Recent tenders indicate costs are rising slightly	RGN	10-Feb-13

	L	M	H
Rating	< 35%	35%-55%	> 65%
Description	Unlikely	Possible	Likely
Cost	1%	5%	10%
£m	0.18m	0.9m	1.8m
Programme	1-4 months	4-6 months> 6 months	greater than 6 months

Risk Matrix			
H	3	6	9
M	2	4	6
L	1	2	3
Likelihood	L	M	H
	Impact		

Impact Matrix			
H	M	H	H
M	L	M	H
L	L	L	M
Cost	L	M	H
	Time		

ANNEX B12

Creech Castle Taunton - pinch Point

B12a - Key Stakeholder Summary Management Strategy

Stakeholder	Type	Interests	Influence	Management Strategy
Taunton Deane Borough Council	Local Authority	Landownership and Funding	High	Early engagement and letter of support demonstrating willingness and funding availability.
Creech Castle Hotel	Business	landowner	High	Early engagement and letter of comfort with resepct to release of land
Environment Agency	Statutory Body	Waterways / flooding	High	Early enagement with respect to requirements for headroom and access for maintenance
Emergency Services	Consultees	Public Safety	Medium	Early discussions with respect to construction programme and potentail delays to emergency services during the works
First Bus	Public Transport	Sustainable travel	Low	Ensure that construction programme is made available with adequate notice
Webber Bus	Public Transport	Sustainable travel	Low	Ensure that construction programme is made available with adequate notice
Heathfield Community School	School	Education	Medium	Early involvement and information for pupils with respect to the construction phase of the project and training on appropriate use of pedestrain / cycle facilities on completion
Western power	Utility Company	Electricity Supply	Medium	Early engagement on impact of scheme on existing / planned underground / overhead apparatus
BT Openreach	Utility Company	Communications	Medium	Early engagement on impact of scheme on existing / planned underground / overhead apparatus
Wales & West Utilities	Utility Company	Gas supply	Medium	Early engagement on impact of scheme on existing / planned underground apparatus
Wessex Water	Utility Company	Water supply and sewerage	Medium	Early engagement on impact of scheme on existing / planned underground apparatus